

CMLWG – Sep. 7, 2016

Meeting no. 2

Introduction to the Coastal Rail Trail



CRT Introduction

- **Background information**
 - Historical Perspective (i.e. State trail efforts)
 - Local Context



State Coastal Trail Efforts

- **Policy makers have long planned for a continuous coastal trail in CA.**
 - In 1972, Proposition 20 (the “Save the Coast” initiative) provided that “a hiking, bicycle, and equestrian trails system be established along or near the coast”
 - The Coastal Act of 1976 requires local jurisdictions to identify an alignment for the California Coastal Trail in their Local Coastal Programs (LCPs).



State Coastal Trail Efforts Cont'd

- **California Coastal Act**
 - Section 30001.5: basic goals of the state for the coastal zone are to maximize public access to and along the coast.
- **Public Access Action Plan**
 - First review by the Coastal Commission in 1999. Identifies three top program priorities, all aimed at identifying and working to resolve “access” issues.



State Coastal Trail Efforts Cont'd

- **California Coastal Trail (CCT) defined:**
 - A continuous right of way along the CA coastline
 - A trail designed to foster appreciation and stewardship of the coast



State Coastal Trail Efforts Cont'd

- The California Coastal Trail was designated California's Millennium Legacy Trail in 1999.
- State Legislation in 2001 focused efforts to complete the Coastal Trail - Assembly Concurrent Resolution 20 (Pavely)
 - Declared the Coastal Trail as an official State Trail.
- State Legislation in 2001 - Senate Bill 908 (Chesboro) also required the development of a plan describing how the Coastal Trail can be completed.
 - This Plan was submitted in 2003 to the legislature and is entitled [Completing the California Coastal Trail](#).



State Coastal Trail Efforts Cont'd

- **Objective in Completing the CCT:**
 - 1. Provide a continuous trail as close to the ocean as possible to encourage public use.
 - 2. Foster cooperation between public agencies in the planning, design, signing, and implementation of the CCT
 - 3. Increase public awareness of the costs and benefits
 - 4. Assure that the location and design of the CCT is consistent with the policies of the California Coastal Act and LCPs
 - 5. Design the CCT to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access
 - 6. Create linkages to other trail systems/increase accessibility



State Coastal Trail Efforts Cont'd

- **Assembly Concurrent Resolution No. 153 proclaims October 11, 2008 as California Coastal Trail Day.**
- **Approval from Coastal Commission to sign segments of the Trail**
 - Some in San Diego County



State Coastal Trail Efforts Cont'd

- **Role of the California Coastal Commission**
 - A state agency responsible for statewide coastal planning and regulation, operating under the Coastal Act of 1976.
 - An important part of this responsibility is the Coastal Commission's role as the lead agency for CCT planning and permitting for the entire coastline.



State Coastal Trail Efforts Cont'd

- **Role of the California Coastal Conservancy**
 - A state agency created to assist in the implementation of the goals of the Coastal Act. In addition to the many resource protection and enhancement programs the Conservancy supports, maximizing recreational opportunities such as the CCT is one of the agency's highest priorities.
 - The Conservancy provides funding to public agencies and private nonprofit organizations to acquire land and construct new segments of the CCT.



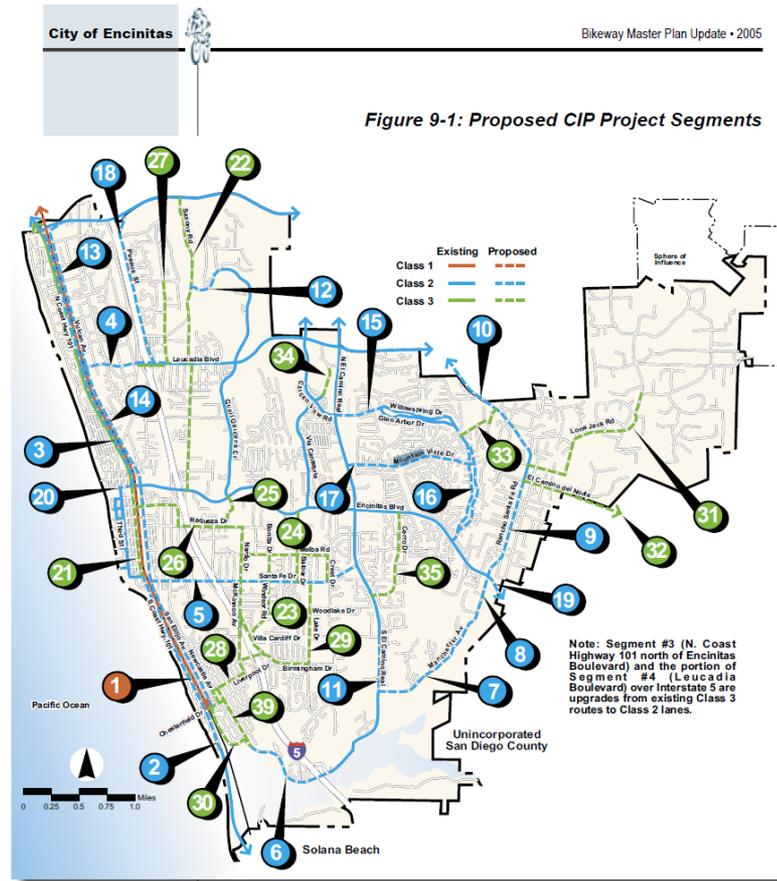
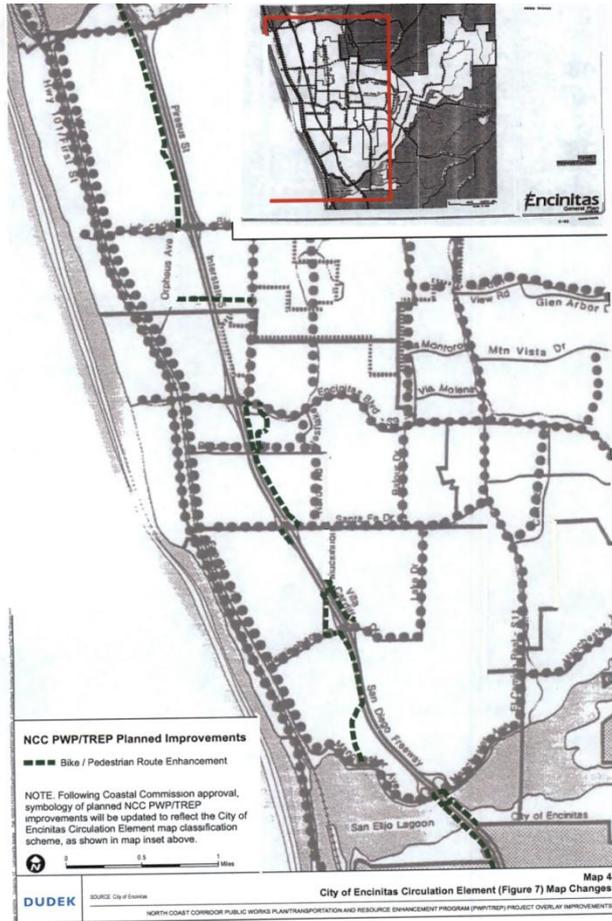
Local Context

- CCT is called Coastal Rail Trail, locally
- Vision of mobility and access captured in General Plan
 - Circulation Element (1989)
- Bikeway classifications assigned through the Bikeway Master Plan (2005 update)
 - Bikeway Master Plan is subject of CMLS study



CE – 1989

BMP – 2005



Local Context Cont'd

- **Regional Transportation Plan**
 - Early Action Plan
- **North Coast Corridor Public Works Plan (NCC/PWP)**
 - Scope of improvements and phasing



Local Context Cont'd

- **Regional Transportation Plan**
 - Was adopted by the SANDAG Board.
 - It combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality.
 - Early Action Plan identifies \$200 million of active transportation projects



EAP (2013)

- CRT Sections 39 B, C, & D

- A = zero dollars
- B = \$4.7 million
- C = \$6.8 million
- D = \$227 k

Regional Bike Plan EAP
Proposed Project Priority

Priority	Facility Type	Project
1	High-Priority Urban Bikeway	1 Uptown
1	High-Priority Urban Bikeway	3 Uptown
1	High-Priority Urban Bikeway	7 Uptown
2	High-Priority Urban Bikeway	2 North Park - Mid-City
2	High-Priority Urban Bikeway	4 North Park - Mid-City
2	High-Priority Urban Bikeway	5 North Park - Mid-City
2	High-Priority Urban Bikeway	6 North Park - Mid-City
2	High-Priority Urban Bikeway	14 North Park - Mid-City
3	Class I Bikeway	31A San Diego River Trail - Qualcomm Stadium
4	Class I Bikeway	31B San Diego River Trail - Father Junipero Serra Trail to Santee
5	Class I Bikeway	33 Coastal Rail Trail San Diego - Rose Creek
6	Class I Bikeway	36 Bayshore Bikeway - Main St to Palomar
7	Class I Bikeway	39C Coastal Rail Trail Encinitas - Chesterfield to G
8	Class I Bikeway	39D Coastal Rail Trail Encinitas - Chesterfield to Solana Beach
9	Class I Bikeway	51 (A,B,C,D) Inland Rail Trail
13	Class I Bikeway	52 Coastal Rail Trail Oceanside - Wisconsin to Oceanside Blvd.
14	Class I Bikeway	53 Plaza Bonita Bike Path
15	Class I Bikeway	55 Bayshore Bikeway - National City Marina to 32nd St
16	Class I Bikeway	54 I-15 Mid-City - Adams Ave to Camino Del Rio S
17	Class I Bikeway	50 Bayshore Bikeway - Barrio Logan
18	High-Priority Urban Bikeway	6A Pershing and El Prado
18	High-Priority Urban Bikeway	7A Pershing and El Prado
19	High-Priority Urban Bikeway	8 Downtown to Southeast connections
19	High-Priority Urban Bikeway	9 Downtown to Southeast connections
19	High-Priority Urban Bikeway	10 Downtown to Southeast connections
20	High-Priority Urban Bikeway	13 San Ysidro to Imperial Beach - Bayshore Bikeway Connection
20	High-Priority Urban Bikeway	21 San Ysidro to Imperial Beach - Bayshore Bikeway Connection
21	High-Priority Urban Bikeway	18 Terrace Dr/Central Ave - Adams to Wightman
22	Class I Bikeway	31C San Diego River Trail - 205 to Fenton
23	Class I Bikeway	31D San Diego River Trail - short gap connections
24	Class I Bikeway	39B Coastal Rail Trail Encinitas - Leucadia to G Street
25	Class I Bikeway	45 Coastal Rail Trail San Diego - UTC
26	Class I Bikeway	46 Coastal Rail Trail San Diego - Rose Canyon
27	Class I Bikeway	48D Coastal Rail Trail San Diego - Pac Hwy (W. Washington Street to Laurel Street)
28	Class I Bikeway	48E Coastal Rail Trail San Diego - Pac Hwy (Laurel Street to Santa Fe Depot)
8**	Class I Bikeway	39D Coastal Rail Trail San Diego - Encinitas Chesterfield to Solana Beach (construction phase)
29	Class I Bikeway	48C Coastal Rail Trail San Diego - Pac Hwy (Taylor Street to W. Washington Street)
29**	High-Priority Urban Bikeway	15 21 San Ysidro to Imperial Beach - Bayshore Bikeway Connection
30	Class I Bikeway	48B Coastal Rail Trail San Diego - Pac Hwy (Fiesta Island Road to Taylor Street)
4**	Class I Bikeway	31B San Diego River Trail - Father Junipero Serra Trail to Santee (construction phase)
17**	Class I Bikeway	50 Bayshore Bikeway - Barrio Logan (construction phase)
18**	High-Priority Urban Bikeway	8, 9, 10 Downtown to Southeast connections (construction phase)
25**	Class I Bikeway	45 Coastal Rail Trail San Diego - UTC (construction phase)
31	High-Priority Urban Bikeway	11, 16, 16A City Heights/Encanto/Lemon Grove
32	High-Priority Urban Bikeway	12, 12A City Heights/Fairmount Corridor
33	High-Priority Urban Bikeway	14A Roland to Grossmont/La Mesa
34	High-Priority Urban Bikeway	15, 15A, 20, 20A La Mesa/Lemon Grove/El Cajon connections
26**	Class I Bikeway	46 Coastal Rail Trail - Rose Canyon (construction phase)
35	Class I Bikeway	31E San Diego River Trail - Qualcomm Stadium to Ward Rd
36	Class I Bikeway	31F San Diego River Trail - Rancho Mission Road to Camino Del Rio North
37	Class I Bikeway	33A Coastal Rail Trail San Diego - Rose Creek Mission Bay Connection
38	Class I Bikeway	38B Coastal Rail Trail Carlsbad - Reach 4 Canyon to Palomar Airport Rd.
39	Class I Bikeway	39C Coastal Rail Trail Carlsbad - Reach 5 Palomar Airport Road to Poinsettia Station
40	Class I Bikeway	39A Coastal Rail Trail Encinitas - Carlsbad to Leucadia
41	High-Priority Urban Bikeway	41 Coastal Rail Trail Del Mar
42	Class I Bikeway	42 Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley
43	Class I Bikeway	43 Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento
44	Class I Bikeway	44 Coastal Rail Trail San Diego - Roselle Canyon
45	High-Priority Urban Bikeway	13B, 24 Chula Vista National City connections
46	High-Priority Urban Bikeway	19, 30 Pacific Beach to Mission Beach
47	High-Priority Urban Bikeway	25, 26, 26A Ocean Beach to Mission Bay
48	Class I Bikeway	31H San Diego River Trail - Bridge connection (Sefton Field to Mission Valley YMCA)
49	Class I Bikeway	31I San Diego River Trail - Mast Park to Lakeside baseball park
50	Class I Bikeway	35 I-8 Flyover (Camino del Rio South to Camino del Rio North)
51	Class I Bikeway	37B Coastal Rail Trail Oceanside - Broadway to Eaton
52	High-Priority Urban Bikeway	17, 23, 29, 29A El Cajon - Santee connections
53	Class I Bikeway	31J San Diego River Trail - Father JS Trail to West Hills Parkway
54	Class I Bikeway	32 Inland Rail Trail Oceanside
55	Class I Bikeway	38A Coastal Rail Trail Carlsbad - Reach 3 Tamarack to Cannon
46	High-Priority Urban Bikeway	22 Claremont Drive (Mission Bay to Surfernet)
57	High-Priority Urban Bikeway	25A Harbor Drive (Downtown to Ocean Beach)
58	High-Priority Urban Bikeway	28 Mira Mesa Bike Boulevard
6A	Class I Bikeway	48 Coastal Rail Trail Encinitas - Chesterfield to Solana Beach



Local Context Cont'd

- **North Coast Corridor Public Works Plan (NCC/PWP)**
 - Was approved by the CCC.
 - The PWP/TREP includes a package of highway, rail, transit, bike/pedestrian, environmental and coastal access improvements
 - The document serves as the master permit and implementation blueprint for the NCC Program.
 - CCC is authorized body for most permitting and project design approvals, including CRT.



NCC/PWP (2014)

TABLE 6A-1: PHASING PLAN

Phase	Project Phase Benefits (Estimated)	Highway	Bicycle & Pedestrian/ Community Enhancements	Rail & Transit*	Environmental
2010-2020	<ul style="list-style-type: none"> • 29.7 lane-miles of new HOV facilities • 5.3 miles of new rail double-tracking • 6.3 miles of new bike/ped facilities (1.3 miles of improved facilities) • 2 new bike/ped crossings (4 improved crossings) • 220 acres of environmental mitigation • Potential enhancements to San Elijo Lagoon (491-acre system)* • Capital investment: <ul style="list-style-type: none"> – \$1,037M highway & bike/ped – \$259M rail & transit – \$170M environmental* 	<ul style="list-style-type: none"> • 2 HOV lanes from Manchester Av to SR 78 <ul style="list-style-type: none"> – San Elijo Lagoon Bridge Replacement – Batiquitos Lagoon Bridge Replacement – Manchester Av DAR – San Elijo Multi-Use Facility 	<u>Highway Adjacent</u> <ul style="list-style-type: none"> • EN#1 Bike/Ped Trail on Both Sides of I-5 at San Elijo • EN#5A Encinitas Blvd Bike/Ped Enhancements • EN#2B Villa Cardiff & MacKinnon Bridge Enhancements • EN#8 Manchester Avenue Trail to Nature Center • SB#3 Gateway Open Space Preservation Site & Pedestrian Undercrossing • CB#1A Bike/Ped Trail & Bridge on W Side of Batiquitos • CB#2 Trail on NE Side of I-5 at Batiquitos Lagoon • I-5 North Coast Bike Trail (<i>San Elijo and Batiquitos segments</i>) • Manchester Ave Undercrossing Improvements 	<ul style="list-style-type: none"> • Eastbrook to Shell Double Track • Oceanside Through Track • Batiquitos Lagoon Double Track <ul style="list-style-type: none"> – Batiquitos Bridge replacement • San Elijo Lagoon Double Track <ul style="list-style-type: none"> – San Elijo Bridge replacement • Poinsettia Station Improvements • Parking improvements at selected rail stations (currently under prioritization study) 	<ul style="list-style-type: none"> • San Dieguito W19 Establishment Site • Hallmark (East & West) Establishment Site • Dean Family Trust Establishment Site • Batiquitos Bluffs Restoration & Preservation/Enhancement Site • Deer Canyon II Establishment Site • Laser Preservation/Enhancement Site • La Costa (Ayoub) Site Preservation & Enhancement • San Elijo Lagoon Preservation/Enhancement • Lagoon Mgmt/Endowment/Regional Dredging Program
		<ul style="list-style-type: none"> • 2 HOV lanes from La Jolla Village Dr to I-5/I-805 <ul style="list-style-type: none"> – Voigt Dr DAR • I-5/I-805 HOV Connectors <ul style="list-style-type: none"> – Peñasquitos Creek Bridge – Soledad Creek Bridge 	<ul style="list-style-type: none"> • Voigt Dr Overcrossing & Realignment Improvements 		
			<u>LOSSAN Adjacent</u> <ul style="list-style-type: none"> • Coastal Rail Trail (<i>Chesterfield Dr to G St</i>) • Coastal Rail Trail (<i>G St to Leucadia Blvd</i>) • Coastal Rail Trail (<i>Leucadia Blvd to La Costa Av</i>) 		

* Both the Buena Vista and San Elijo Lagoon restoration projects could be eligible for a \$90M funding pool if all regulatory permits are obtained. The available funds could go to one lagoon or be shared between them. For purposes of this table, the \$90M is split evenly between the two lagoons until actual allocations are determined.



Local Context Cont'd

- **Work on hold from early 2000s**
- **Recent Progress**
 - In 2014, a concept was developed for 39 C in the NCTD's rail right-of-way. Due to some project complexities, engineering/construction costs, and feasibility concerns, the project team developed a new set of alternatives, both on city streets and in NCTD's right-of-way.
 - Issues arose when it was understood that this segment of the bikeway would cost approximately \$2 million more than budgeted.
 - In April 2015, SANDAG presented two options at a community meeting: 1) along Coast Highway 101 and 2) a revised version of the previous concept in NCTD's right of way, including safety fencing, along Vulcan and San Elijo avenues.
 - In March of 2016, the Encinitas City Council chose the Coast Highway 101 alignment option as their preferred choice.
 - SANDAG and the City of Encinitas have entered into a Memorandum of Understanding related to the development of the Coast Highway Alternative.



Role of the CMLWG

- **The CMLWG will be providing input on the CRT in terms of design and location for City Council and SANDAG consideration**
 - With the exception of the segment from Chesterfield to Santa Fe Drive (referred to as 39 C, South).
 - City Council decided the location of that segment would be west of the tracks with concurrence from SANDAG, subject to Coastal Commission approval.
 - The CMLWG may be able to provide focused input on design features of that segment for consideration.



Developing and Early Action Recommendation on CRT

- **Staff recommended approach**
 - **Sep. 7: Introduction to CRT**
 - Mid Sep.: Potential walking tour
 - Sep. 29: More detailed conversation on CRT (issues and opportunities)
 - Early to Mid Oct. – Public workshops
 - Nov. 17 – Public meeting to develop report on 39C, North; and any design elements to be considered in 39C, South

